

Today's
Advertisements.

NOTICE.

LLOYD'S REGISTER OF BRITISH AND
FOREIGN SHIPPING.

THE REGISTER for 1896-97 is expected
to arrive by the P. & O. Steamer *Canton*
on SUNDAY, the 23rd instant, and will be
delivered to the SUBSCRIBERS in due course.
NEWMAN MUMFORD,
Surveyor.
9 Praya Central,
Hongkong, 19th August, 1896. [1307]

TO LET.

THREE PLEASANT UNFURNISHED
ROOMS, suitable for a MARRIED
COUPLE. Centrally located, and having a
Fine View of the Harbour.
Apply to
W.
c/o Hongkong Telegraph Office.
Hongkong, 19th August, 1896. [1308]

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received
instructions from the MORTGAGEES
to Sell by
PUBLIC AUCTION
ON
TUESDAY, the 25th day of August, 1896,
Commencing at 2.10 o'clock in the
Afternoon.
LOT 1 will be Sold at 40, D'AGUIAR STREET,
at 2.30 P.M.
The other LOTS will be Sold at 3 P.M.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES
IN LOTS—
LOT 1—Inland Lot No. 681 with the message
thereon known as No. 40, D'AGUIAR STREET.
Annual Crown Rent \$12.
LOT 2—Section D of Inland Lot No. 653
with the message thereon known as No. 63,
STONE NULAH LANE. Annual Crown Rent
\$3.10.
LOT 3—Section E of Inland Lot No. 653
with the message thereon known as Nos. 1
and 2, SIK KAI LANE. Annual Crown Rent
\$17.
LOT 4—Section H of Inland Lot No. 653
with the message thereon known as No. 241,
QUEEN'S ROAD EAST. Annual Crown Rent
\$8.50.
LOT 5—Section J of Inland Lot No. 653 with
the message thereon known as No. 241,
QUEEN'S ROAD EAST. Annual Crown Rent
\$8.50.
LOT 6—The Remaining Portion of Inland
Lot No. 773 with the message thereon known
as No. 261, QUEEN'S ROAD EAST and No. 7,
KING-SING STREET. Annual Crown Rent
\$26.10.
LOT 7—Section A of Inland Lot No. 773
with the message thereon known as No. 261,
QUEEN'S ROAD EAST and No. 5, KING-SING
STREET. Annual Crown Rent \$21.50.
LOT 8—The Remaining Portion of Inland
Lot No. 773 with the message thereon known
as No. 6, KAT ON STREET. Annual Crown Rent
\$7.80.
LOT 9—Section B of Inland Lot No. 773
with the message thereon known as No. 10,
KAT ON STREET. Annual Crown Rent \$7.50.
LOT 10—Section A of Inland Lot No. 791
with the message thereon known as No. 64,
STONE NULAH LANE. Annual Crown Rent
\$17.61.

All the above Premises are held from the
Crown for the respective terms of 999 Years,
and are to be Sold subject to the existing
tenancies thereon.
For Particulars and Conditions of Sale,
Apply to
C. EWENS,
Solicitor.
or
K. W. MOUNSEY,
Solicitor.
Hongkong, 19th August, 1896. [1309]

"PINILLOS" LINE OF STEAMERS.
STEAMSHIP "CADIZ,"
FROM LIVERPOOL.

CONSIGNEES of Cargo by the above
Steamer are hereby informed that their
Goods have arrived from SINGAPORE per S.S.
Ghosia, and are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 25th
instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims
for damages and/or shortages not later than
the 31st instant, otherwise they will not be
recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th August, 1896. [1311]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM LIVERPOOL.

THE Company's Steamship
"PINGSUEY,"
having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Kowloon, whence
delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Underwriter before
Noon on the 26th instant, or they will not be
recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns where they will be
examined on WEDNESDAY, the 26th instant,
at 3 P.M.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 26th
instant will be subject to rent.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 19th August, 1896. [1306]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship
"THALES,"
Captain Douglas, will be despatched for the
above Ports on FRIDAY, the 21st instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LAURA & Co.,
General Managers.
Hongkong, 19th August, 1896. [1310]

Today's
Advertisements.CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"TAIWAN,"
Captain Vaughan, will be despatched TO-
MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1896. [1305]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above TO-
MORROW, the 20th instant, at Daylight.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th August, 1896. [1322]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
THE Company's Steamship
"AMARA,"
Captain D. Smith, will be despatched as above
on SATURDAY, the 22nd instant, at Noon,
instead of as previously advertised.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th August, 1896. [1374]

"SHIRE" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"GLAMORGANSHIRE,"
Captain Vivyan, will be despatched for the
above Port on SATURDAY, the 22nd instant, at
Noon, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 19th August, 1896. [1303]

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 2nd May, 1901. [1327]

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.
MANUFACTURERS
OF
AERATED WATERS.

OUR AERATED WATER FACTORY is
fitted with the best and latest Machinery, em-
bodying the latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed
and placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Emplies
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock—
PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 4th July, 1896. [1310]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 19, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

DIPLOMATIC APPOINTMENTS.

LONDON, August 17th.
Sir Edmund J. Monson succeeds Lord Dufferin
as British Ambassador at Paris, and Sir Horace
Rumbold, at present British Minister at the
Hague, replaces Sir Edmund J. Monson at
Vienna.

CRETE.
The rising in Crete is extending.
(From *Le Courrier de Saigon*.)
CRETE.

PARIS, August 10th.
The Powers have not yet agreed on the
question of the blockade of Crete, where the
situation is continually critical.

INTENSE HEAT IN THE STATES.
PARIS, August 11th.
Intense heat is causing numerous deaths in
the United States. In New York alone 188
deaths have been caused by the heat.

(From *Japanese Papers*.)
SIR N. J. HANNEN.
SHIMONOSEKI, August 11th.
Sir N. J. Hannen, the Chief Justice of
H.B.M.'s Supreme Court in China, passed here
this morning en route for Kobe.

THE SOLAR ECLIPSE.
AKKISHI (Hokkaido), August 9th.
Owing to the rain and dense fog, it was im-
possible to watch the eclipse here. When the
sun was totally obscured it became quite dark,
people having to light their lamps and suspend
business.

TOKIO, August 5th.
During July last, 274 cases of cholera, of
which 79 ended fatally, were reported in the
Empire.

LOCAL AND GENERAL.

REPORTS have recently been received at the
Admiralty in which the suitability of Fanning
Island for the landing of the Pacific cable is
confirmed.

It is notified by advertisement in this issue that
*Lloyd's Register of British and Foreign Ship-
ping* for 1896-97 will probably be in the hands
of local subscribers to this useful work on Mon-
day, the 24th inst.

THE telegraph companies notify as follows—The
interruption of the Japan lines beyond Shi-
monoseki continues, the Nagasaki office report-
ing that there are no prospects of restoration
yet. Direct communication with Haiphong was
re-established last evening.

Mr. PINKERTON, the second engineer of the
steamship *Chow Phya*, who was charged at
Singapore with attempted murder by pushing a
Chinese man overboard and endangering his life,
was committed by the Third Magistrate (Singa-
pore) on the 6th instant to take his trial at the
Assizes.

The following was circulated as an express
this forenoon—
Remember Saturday,
22nd August, 1896.
Fourth Gymkhana Meeting,
Happy Valley.
First Race—4.30 p.m.

MR. R. C. WILCOX, Secretary to the Chamber
of Commerce, writes us to-day—"I beg to
inform you that, according to a letter from
H.B.M.'s Consul at Swatow, a copy of which
has been courteously forwarded to-day to the
Chamber by the Colonial Secretary, the quaran-
tine lately imposed upon passenger ships from
Swatow has been removed."

NOTWITHSTANDING Chang Chih-ung's wishes
that his great work the Hupoh Foundry should
supply all materials for China's railway as at
present talked of, Wang Wen-shao has, accord-
ing to the *China Gazette*, written to Chang
that he prefers ordering them from foreign
countries, as the manufacturers of the Hupoh
works cannot be better than foreign materials.

On Monday evening a little girl, aged four years,
accidentally overturned a kerosene lamp over herself,
and was so badly burned about the body that
she died the following morning. Her mother,
who lives in Poyang Lane, to-day reported the
matter to the Police, and she was also badly
burned about the hands in her attempt to
extinguish the flames. The poor little victim
was buried to-day.

THE enterprising and generous proprietors of the
steam merry-go-round at West Point this after-
noon added another to the already long list of
treasures they have given the children in this
Colony by inviting the boys from the Roman
Catholic schools, together with the pupils at
present here on an excursion from Macao, to a
free afternoon. These rolled up in large
numbers, and as in addition to unlimited
riding there was an ample supply of cold lemon-
ade to be had for the asking, the boys thoroughly
enjoyed themselves. It was indeed a pleasure
to watch the youngsters, and their great big
strict teachers, riding away to their hearts'
content.

MEMORANDA.
FRIDAY, 21st August.
English and Tacoma mails due.
Noon—Meeting of shareholders in the Hong-
kong Hotel Co., Ltd.
SATURDAY, 22nd August.
4.30 p.m.—Gymkhana meeting at Happy Valley.

THE V.R.C. Aquatic Sports will be held on the
4th and 5th prox.

AN important advertisement published in this
issue draws attention to a sale by public auction
on the 25th instant of several lots of valuable
leasehold property in various parts of the colony,
including D'Aguiar Street, Queen's Road East
and King Sing Street.

SIR ROBERT HART is, according to the *China
Gazette*, said to be endeavouring to extend to
the Chinese the Transit Pass system on native
goods from the interior. Hitherto this privilege
has been enjoyed only by foreign merchants. It
is said that the fact of many foreigners having
lent their names to natives in order to evade
paying liks on native exports from inland points
has led Sir Robert to make this change. The
change will be one in the right direction.

SIX destroyers are to be added to the Mediter-
ranean Fleet. In peace time they will be
stationed at Malta. The *Seyla*, second-class
cruiser, has received the *Arctura* on that
station. The *Terrible*, the largest cruiser in the
world, has been delivered by the contractors at
Portsmouth. She displaces 14,200 tons, steams
22 knots with natural draught, and carries two
9.2 inch and twelve 6-inch guns. She is the
first large ship in the Navy fitted with water-tube
boilers. The *Elipsa* has completed her trials
satisfactorily, steaming 19 knots with natural
draught. The first-class battleship, of improved
Renown type, to be laid down this year at
Chatham, is to be completed in 20 months, an
advance upon the 22 months which was the
record for the *Majestic* at Portsmouth.—*Navy
League Journal*.

THE following is the visit of the Boston
Artillerymen to Windsor Castle taken from the
Daily Chronicle, July 9th.—The Queen of Eng-
land was not behindhand in hospitality towards
the Boston Corps, and their visit to Windsor Castle
will be reckoned among the most pleasant and
most memorable of their experiences. Her
Majesty's cordial welcome, the ancient castle,
the exquisite grounds, military pageants, and a
brilliant company combined to please them; while
the Royal refectory in the Orangery, spread
and served by the Royal footmen in their
scarlet liveries, could not have been better
arranged. The buffet was loaded with
everything that was seasonable, nice, and cold.
Champagne corks popped by the dozen at a
time. Those who were in the secret of the time
of day. There were galleons of Apollinaris, and
what was generally declared, the best claret-cup
ever brewed. At Windsor Castle the smell of
tobacco is virtually profane, but the visitors,
lounging out in the open air, began to smoke,
no one saying them nay; and the delighted
Bostonians, on their return to London, were at
no pains to conceal the pleasure which they had
derived from their visit to Windsor.

THE attention that Mr. Joseph Chamberlain
applies to what some might consider trifling
things is remarkable. During the un-
pleasantness with Germany, says the London
Daily Courier, an enterprising young artist
designed an amusing toy, caricaturing the
German Emperor, for sale in the streets. A
friend of Mr. Chamberlain had advanced
the artist the necessary money for his manu-
facture, and therefore it came to the
Colonial Secretary's knowledge that the
toy would soon be on sale. Judge of the
artist's surprise when, one day he
received a communication from Mr. Chamber-
lain, begging him not to go on with the manu-
facture of the toy, as "trivial things of that
nature irritate Emperors beyond measure and
render the work of diplomacy immensely
difficult." The letter was accompanied with a
cheque sufficient to cover any expense the artist
might have incurred, and, needless to say, his
clever toy never saw the light. The anecdote,
which is quite authentic, does credit to the
manner with which Mr. Chamberlain wields the
oiled feather.—Now, if that artist wants to die
wealthy, all he need do is to go right ahead
designing toys taking off the Tsar of All the Rus-
sias, Com Paul, and all the "crowned heads"
in the universe, not excluding the Emperor of
China and the so-called King of Korea.

MR. E. H. PARKER, in the July number of the
Contemporary Review, occupies considerable
space with interesting translations of several
documents from the Court records of the effete
Manchu Dynasty. The documents consist of
the Imperial orders issued by the Emperor of
China to the King of England after the reception
of Lord Macartney. The order begins as
follows—"So then, thou King, far away over
many oceans, thou hast inclined thine heart
towards civilisation, and hast made a point of
despatching envoys to respectfully bear a sub-
missive address." "That address," the Imperial
order went on to say, "bears witness, O King,
to the genuineness of thy respectful submission." The
order went on to reject nearly all the propo-
sals made by Lord Macartney. England is
treated as a tributary kingdom turning with
honest heart towards civilisation, but the sugges-
tions that the missionaries should be allowed to
enter the country and merchants trade therein, is
rejected with indignation as wanton suggestions
for which "It would not be just to hold thee,
King, personally responsible." The distinction
between Chinese and barbarians he was told is
strictly maintained. "The desire which thy
envoys now express is that barbarous men may
be allowed to approach here as they list, which
is even more impossible to grant than anything
else." The order concludes, "Say not thou wast
not warned! Tremble and obey, without negli-
gence, this further command." Things have
changed somewhat since then, but there are
those who think that it is probable that Li
Hung-chang and other Colonial magnates hold
much the same opinion as the Emperor who
dictated this order in 1793.

THE farewell performance of With's Circus last
night was a pronounced success, and drew the
largest house of the season. Every item was
performed in the most finished manner, great
fun was caused by the amateur clown, and the
final item, when a resident entered the tiger's
cage, was safely carried through. The Com-
pany left by the *Salute* at noon for Saigon,
where they will play a short season.

This morning at the Magistracy a man tempo-
rarily engaged by With's Circus was charged
with the theft of a horse. It appears that the
owner of the animal was anxious to sell it, and
the prisoner, taking advantage of this fact, made
a bargain with an Indian to sell it for \$15,
pocketing the proceeds. Upon these facts being
explained to the Magistrate, sentence of two
months' imprisonment was imposed.

SIR HERBERT MAXWELL in the July *Blackwood*
gives what is claimed to be the true origin of
the Scottish haggis. He says when Randolph
Moray and the gentle Douglas gave Edward III.
the ship at Stanhope Park in Weardale in 1316,
their troops left nothing behind them but three
hundred carcasses made of raw hides. On
which Froissart comments as follows:—"They
have no occasion for pots or pans, for they dress
the flesh of the cattle in the skins, after they have
flied them off." In which practice, he is said,
the curious reader may discern the true origin of
the Scottish haggis.

REMARKING to Li Hung-chang's "feeler" re-
doubling import duties in China the Singapore
Free Press, in the course of a lengthy leader,
says:—"It might be politic, for a limited term of
years, to consent to an advance on the tariff
purely for special revenue purposes on a distinct
series of conditions. One of these should cer-
tainly be the free opening of all China's coast
and river ports to general trade. Another would
be the entire abolition of the levying of liks
debt throughout inland China. Another might be
the construction of trunk railways on the main
lines of internal communication. And along
with these solid securities might be taken for the
honest carrying out of these and other reforms
in Chinese administration. It should be Britain's
policy, while coming to the financial aid of
China, so to impose her conditions that even-
tually China's revenues may be made so ex-
pansive, under the dictated freedom from fiscal
hindrances, that they will soon swell to a pitch
that will handsomely justify the liberation of
China's trade, internal as well as external.

LORD WOLSELEY's contemptuous and ill-con-
sidered remarks before the Royal Commission
on Civil and Military Expenditure in India are,
according to the *Rangoon Times* of the 9th
August, "considered at Simla as extremely ill-
judged and have been received with a general
chorus of indignation by the military element
there. Some excellent authorities think discon-
tent will arise in the Native Army, and the
general feeling is that Lord Wolseley's
opinion is worthless, as he has practically no
experience of Indian troops. Lord
Wolseley's offensive remarks, which we
published in a paragraph in our last issue, are
said to have been as follows:—He did not
think the organisation of the Indian Army
was far beyond what experience had shown
was necessary. The present system of
recruiting for India was infinitely superior
to the old system of recruiting for the
Indian Army had indirectly strengthened the
Home force, but the British Army really
was a great reserve for the army in India.
His lordship thought that India ought to pay
everything connected with the maintenance
of the army there, for everything worth having
to India had been derived from British rule.
Mr. Cairnes, in reference to Lord Wolseley's
startling remarks, said that surely the Indian
Army was quite as much a reserve force for our
own emergencies as the British Army. Lord
Wolseley, in reply, said he should not like to
put the Indian troops in front of European
soldiers, and should not like to fight France or
any other army with Indian troops. He scouted
the idea that Eurasian regiments could take
the place of British.

THE NAVY LEAGUE.
ITS OBJECT, NEEDS, AND WORK.

THE following interesting letter, which has
been published in all the leading dailies in the
United Kingdom, appears in the July number.
Sir—As has been very cogently remarked,
the Nation practically gets only such a Navy as
it insists upon having. In recent years, how-
ever, the raising of the Navy to the point of
strength which is considered indispensable for
national safety has only been approached in
deference to public opinion.

I will not trespass on your space by recapitu-
lating the instances in which Governments of
both parties have in the past omitted to inform
the nation as to the expenditure requisite for
maritime defence. They are fully detailed in
the current number of the *Navy League
Journal*, which I send herewith.

To place the maritime defence of the Empire
entirely outside all considerations of party poli-
tics should be the aim of all who believe our
Naval Supremacy is a factor for good in the
world, and therefore worth preserving. This
can only be done by convincing the inhabitants
of Great and Greater Britain that our trade
and national prosperity absolutely depend upon com-
plete freedom of communication by sea at all
times. When this truth is grasped, and has
become as self-evident to the many as it now is
to the few, we may look to our Government for
that system of scientific and persistent prepara-
tion which is admittedly the surest guarantee of
peace.

To convince all subjects of Her Majesty that
these matters are their vital personal interest,
as well as their obvious public concern, is the
object of the Navy League. In the eighteen
months of its existence it may fairly claim to
have done good work; but in order to continue
its propaganda, funds for such an arduous under-
taking are absolutely essential.

Will you allow me, Sir, to appeal through
your columns for pecuniary support of a patriotic
and essentially non-party organisation. For its
usefulness and economy of administration I can
personally vouch.

I am, etc.,
R. VESKY HAMILTON,
Admiral.

THE DECLINE AND FALL OF
BRITISH INDUSTRIAL
SUPREMACY.AN APPEAL FOR INSTANT ACTION
ERE IT BE TOO LATE.

The leading feature of the July number of that
most excellent and useful of London monthlies,
Mr. W. T. Stead's *Review of Reviews*, is a very
able, most interesting, and distinctly instructive
review of what the Editor styles, and very
rightly styles, "the book of the month," namely,
a little work by Mr. E. E. Williams, pub-
lished under the title of "Made in Germany."

Mr. Williams is of opinion that the indus-
trial supremacy of Great Britain has been long
an axiomatic commonplace, that it is fast turn-
ing into a myth, and that it is now as inappro-
priate to actual facts as is the Chinese Emperor's
computation of his own status. He boldly
asserts that "the industrial glory of
England is departing, and England does
not know it." He therefore seeks to
enlighten his countrymen on a subject of such
vital importance to "a nation of shopkeepers,"
and he sets forth ably and concisely (a) the facts
of the case; (b) the secret of our defeat; (c) the
way to avoid annihilation. He appeals
eloquently for instant action ere it be too late,
and he contends that the time for action has
come. Mr. Stead endorses the opinion of
Mr. Williams, which he emphasises in
his introduction with the contention that if both
political parties at home were truly patriotic they
would combine to forget the contentious part
of the Education Bill and suchlike measures, and
"concentrate all their efforts upon a desperate
attempt to save the industrial supremacy of
Great Britain, which is now tottering to its fall."

This review has reached us in the Far
East at a time when it is bound to receive
from business men the attention which
it merits; but although many of the heads of
houses and departments subscribe to the *Review
of Reviews*, yet there are many, very many, we
fear, who have neither the time nor the inclina-
tion to wade through its well-filled pages, and
for the benefit of these and for the reason that
we believe the article (Mr. Williams's
book is, by the way, slightly anti-German,
or rather it is intended to be an *exposé*
of the ability of our Teutonic friends to
undersell Britishers; but this will in no wise
detract from the interest attaching to it, for
German merchants—whose commercial interests
in the Far East are next in importance to those
of their British competitors—will be only too glad
of a favourable opportunity to view the effects of
their competition as others see it. Moreover, it
is undeniable that their triumphs redound
to their credit rather than otherwise) is bound
not only to interest but also to be of value to the
vast majority of our readers, we purpose
reproducing portions of it in the next few issues
of this journal, commencing to-day with some of

THE FACTS OF THE CASE.

The great fall in the value of commodities which
has been one of the most remarkable features of
recent years is one of the elements which con-
tribute greatly to obscure an exact apprehension
of the extent to which the growth of British com-
merce has suffered a check. It is obvious that
in certain articles where the fall has been the
greatest we may be doing twice as much busi-
ness as before, while the total amount of money
received for the year would show a falling off.
Nevertheless, this element affects Germany
equally with ourselves, and does not vitiate the
result of a comparison between the increase and
decrease of imports and exports into the two
countries during the last few years. To what
extent the value of goods has fallen it is difficult
to say, nor does Mr. Williams attempt to give
any exact estimate as to the percentage by which
the prices have fallen. He mentions that cotton
piece goods in the last thirty years have gone
down from 50 p. per yd. to 20 p. per yd. printed
linens from 9d. a yard to 5d., while galvanised iron has
dropped in the same period from £25 a ton to
£11 10s. In 1865 steel manufacturers were
quoted at £68 10s. in 1894 they had fallen to
£36 10s. It is obvious, therefore, that in the
case of these four commodities we should have
to do nearly three times as much business in
order to earn the same amount of money. The
average, however, is by no means so great as this.
Still, the fact that prices have fallen, and fallen
heavily, must be borne in mind in estimating
the significance of Mr. Williams's statistics.
Nor must it be forgotten that it is sometimes
possible to make as much profit when prices are
low as when they are high, because the high
price of manufactured articles may be due to the
high price of raw material. The probability, of
course, is the other way; still, in order to avoid
any appearance of straining a point, it may be
as well to admit this at once.

THE CENTRAL FACTS.

Notwithstanding all these difficulties which
confront the reader of Mr. Williams's effective
little book, the main fact stands out unmis-
takeably enough, which is this:—

In '72 the total declared value of British and
Irish produce exported from the United Kingdom
was £250,257,347. In '95 it had sunk to
£136,169,174, and in the meantime the popula-
tion of Great Britain and Ireland had grown
from 27,834,747 to 30,244,166. The market is
bigger, the ability to supply the market is greater;
but, whereas the proportion per head of exported
British produce was £3 1s. 6d. in '72, it had
sunk to £3 11s. 3d. in '95. In what, then, has
gone wrong?

It may be said that this is chiefly due to the
drop in prices; but admitting this, that fact in
no way diminishes the significance of Mr.
Williams's second statement, which it is
necessary to print in immediate juxtaposition to
the former. During the last ten years during
which the fall in price has been heavy—

The total value of manufactured goods
imported into the United Kingdom by Germany
rose from £16,629,987 in '83 to £21,632,614 in
'93; an increase of 30.8 per cent.

An increase of 30 per cent. on German im-
ports into the United Kingdom, which has taken
place *pari passu* with a drop in prices which
can hardly be estimated at less than 15 per cent.,
is a very significant indeed. Nor is this all. Mr.
Williams says:—

It is worthy of note that while the total imports
into England declined in value by £22,000,000
between '83 and '93, the imports of manu-
factured articles increased by over £13,0

£10,000,000, so that the proportion per head of exported British produce had fallen from £2 10s. in 1872 to £1 10s. in 1891. That is the first fact. The second is that, in the ten years between 1883 and 1893, while the value of British exports was declining, the value of German manufactured goods imported into England went up by £5,000,000, an increase of over thirty per cent. (3) In the same ten years, the imports of manufactured articles from abroad show an increase of £13,000,000 in face of the fact that the total value of our imports had fallen by £13,000,000.

THE HANF-WRITING ON THE WALL.
The significance of these figures is an optimistic one. Our industrial supremacy, which enabled us to nearly a century to command the markets of the world, is visibly threatened, not merely in the markets of the world, but in our own markets. We are, in fact, beaten by the Germans in a field which we have hitherto regarded peculiarly as our own. Just as in 1884 we were up to the fact that France was seriously threatening our naval supremacy, so in 1896 we have now to wake up to the fact that our commercial supremacy has been largely undermined by our German competitors.

THE TELEGRAPH PILLORY.

Magna est Veritas, et Prevalebit.

[Shanghai Mercury.] A notice has been issued in the native papers to the effect that the Chinese Telegraph Administration will pay, beginning the 18th instant, a dividend of ten per cent. as extra dividend (£10), another four per cent. (£4) interest on deposit of reserve fund, or £14 for each \$100 share for the half year.

[N. C. Daily News.] What an incredibly unwarrantable "squeeze" is the recent advance in rates by the Great Northern Telegraph Co. is shown by the fact that its last balance-sheet for 1895 was £122,000, and its expenses £100,000. It paid a dividend of 10 per cent. to its shareholders, £12,200 went to interest on deposit of reserve fund, and £8,800 was placed to reserve, which new amounts to a net profit of £9,400. The reserve fund of the Eastern Extension Company amounted in January last to £70,612, of which £180,198 was invested in high-class securities, worth far more than their value in the books. Its total receipts last year were £525,460.

[Extract from H.K.T. leader of 11th August.] The Chamber of Commerce naturally expresses surprise at an increase—a very substantial increase—in rates should so soon follow a very welcome reduction of the rates charged for telegrams to the United States and other countries to the south, and it is not satisfied with the reasons put forward by the C.C. Companies. It rightly asserts that the plea of the drop in the price of silver necessitates an advance in rates falls to the ground in the face of the fact that the value of silver, so far from having declined, has advanced from 1/12 1/2 T. T. in February, 1895, to 1/12 1/2 at the present moment, a rise of some 14 per cent. The Committee points out that depreciation of silver in 1895 did not prevent the Companies' Directors from reducing the telegraphic rate in Europe from £2 10s. to £2 0s. per word, and they very reasonably add that the extent of the present increase in the rate to Europe, from £2 0s. to £2 7s. or 37 per cent., supposing that good reasons existed for an increase, is surely most excessive and quite out of all proportion to any reductions ever made.

Woe unto them who give exact measure and exact toll measure from others.—Mohammed.

LATE TELEGRAMS.

LONDON, July 31st. The Powers demand that Greece takes steps to prevent the despatch of volunteers and munitions to Crete.

ATHENS, 31st July. It is reported here that Greece has replied to the Porte, throwing responsibility for all the troubles on the ill-will of Turkey.

LONDON, August 1st. It appears to be settled that the Czar and Cawlin will visit Paris about the middle of September and reside at the Ministry for Foreign Affairs.

Cholera amongst the troops of the Sudan expedition is practically over.

Sir F. Carrington has abandoned the plan to carry the Matopos Hills by assault, as the new forts will prevent the natives sowing grain and herding their cattle and thus force them into submission to the British. A police force of six hundred strong is to be organized in Rhodesia.

The Irish Land Bill has passed the second reading in the House of Lords.

Large emigration from Crete is taking place. Greece is adopting the strongest measures to prevent the despatch of volunteers and munitions to Crete.

August 3rd. The latest news from Crete states that the insurgents, reinforced by the peasants in the province of Candia, are marching on the town of that name and push trouble is feared.

France, Russia, Germany, Italy and Austria are in favour of a blockade of Crete so as to prevent the landing of Greek volunteers and arms leaving the Turkish fleet in creator order in the island; Great Britain declines from such an arrangement, though agreeing to a joint mediation to induce Greece to fulfil her duties towards the Porte and bring the Cretans to accept a reasonable compromise.

The German and Austrian Press accuse Great Britain of selfish isolation, thus disturbing the concert of the Powers in the matter.

The troubles in Crete have now extended to the southern part of the island.

Advices from Bulawayo state that Colonel Paquet, with a force of 200 Hussars and Mounted Infantry, has left Fort Tule for Fort Victoria.

BRUSSELS, August 3rd. An appeal against the sentence in the case of Major Lotharic has commenced here. Lord Vaux, the Second Secretary at the British Legation, will watch the case on behalf of the British Government.

LONDON, August 3rd. The Council of the Swiss Canal Company have unanimously chosen Prince Arenberg as successor to the late Mr. Gulchard as Chairman of the Company. Mr. Gulchard's son, Robert, takes the vacant seat on the Board.

Li Hung-chang drove in the Park to-day and was visited by large crowds assembled there. He visits Lord Salisbury at Hatfield to-morrow and leaves for Chioa via America on the 22nd instant.

The 9th Lancers are under orders to embark for Durban immediately.

Earl Delaware's cricket eleven has beaten the Australian by four wickets in a match between Gloucester by ten wickets; the match between Sussex and Nottingham has resulted in a draw.

In the cricket match between Surrey and Yorkshire, the latter were beaten by one innings and sixty runs.

Li Hung-chang has arrived in London. His reception was of the simplest character; Colonel Colville, Master of Ceremonies, and the Chinese Ambassador were present; Admiral Tracey and Count Scott, who have been appointed to attend him, met his Excellency at Southampton.

The tomb of the late M. Stamboulis has been wrecked with dynamite; it is believed the act is the outcome of petty spite.

The death is announced of Sir William Grove.

PROGRESS OF BRITISH NORTH BORNEO.

A wish having been expressed at several recent meetings of shareholders that somewhat fuller information with regard to the progress of the Colony be accompanied by the customary report and balance sheet, the following particulars are given in response thereto:

On the 19th May, 1894, the first telegraph message from Meambok, on the mainland of British North Borneo, was received in London. Active operations were then commenced from both sides of the Company's territory, and have continued with more less rapidly ever since.

The construction of the line has now so far progressed that, according to the latest advice, the two opposite working parties have met, this month, and the line is expected to be completed by the middle of September. The distance covered will be about 30 miles, and in view of the inevitable obstacles that have had to be overcome, the near completion of this important work is a matter for congratulation.

The cost of construction up to the end of 1895 was £245,8, including material and equipment. An additional outlay of about £3,000 will probably be necessary for its completion. These figures are within the estimated cost.

The benefit of telegraph is so obvious that it need not be gone into, but it may be stated that apart from the advantage to the trading and planning community, the Company will be brought into direct communication with their capital and the interior stations.

ROADS. Chief amongst the roads under construction are the Penatol Gorge road; the road to the Gold Fields; the Ambong Kluw road; the road round Marudu Bay; and the Kabun China road.

In reference to the latter the *British North Borneo Herald* says: "It is expected by the next end of the year that a large number of the roads will be open. There is plenty of room for them, and the improvements now being made in this road for cart traffic will, within the next three months, open the way for a large agricultural population along the road who will no doubt turn their attention to the growing of coffee, the success of which they can see for themselves in the district."

PENATOL GORGE ROAD.—It will be remembered that this road was commenced in January, 1895; it is now practically completed. It would be difficult to overestimate the value inasmuch as it affords the only practicable outlet from the interior to the coast, and cannot fail to largely increase the trade in jungle produce from those prolific districts. One of the principal products is gutta percha, which, as is well known, has recently largely risen in value in this country. The amount expended on this road to the end of the year was £2,443 13s. 4d.

SABAHAN-BOLLE ROAD.—This is the road to the Gold Fields which have been so repeatedly alluded to at the various meetings. Instructions were given to make this road two years ago, but nothing was done until quite recently on imperative orders being telegraphed to carry out the work. News of its completion had just arrived, when almost simultaneously a telegram reached the Court on 16th July announcing an important discovery of gravel-bearing gold in the Bole river. This river is at the end of the road.

Shareholders will no doubt remember how at various times deposits of gold have been discovered in the district, and for a time prohibited by Chinese, who had to abandon them in consequence of the difficulty in keeping up communication and supplies by the river. A journey by this means took over a month, whereas it can now be done by the road in seven hours. Apart, however, from the fact that these deposits can now be systematically worked with every chance of success, the new discovery having been made the subject of a special telegram, is clearly an important discovery.

AMBONG ROAD.—Mr. Wise, the Magistrate-in-Charge, Province Keppel, has completed a considerable amount of road-making. That over the Malinsoy hill between Pingkat and Kawang will be a most useful road for coast travellers. The roads at Ambong, both at the new station and thence towards Abai, have made good progress. A path has also been made between Sandakan Bay and Kabun China. But this will require further attention before being as useful as could be desired.

MARUDU BAY ROAD.—In Kudat, Mr. Little has made a new and most useful road from the town towards the new Chinese coffee gardens; he has also done a considerable amount of work on the road from Tanjong Batu towards Sandakan. This road will tap the Benohla river near the tobacco estates, and eventually the Sugut and Labuk rivers, making it possible to go overland from Sandakan to Kudat. He has also made most of the road required to connect Kudat with Marudu Bay.

LIEST RAILWAY. On many occasions the Court have held out prospects of opening up the country by means of roads and railways. It is easy to realize how

valuable the land would become all along the line, and what an immense impulse it would give to the trade and development of the country.

The Directors, therefore, about a year ago, took into serious consideration the question of constructing a light railway from Brunel Bay to Tenom at the head of the Penatol Gorge, and instructed Governor Beaufort to obtain from Mr. Henry Walker a rough estimate for a 30-mile gauge railway. In December they received his estimate, giving the cost at \$3,000 per mile, exclusive of rails and rolling-stock, which would amount to about \$3,000 per mile. (At present the dollar is equal to about 2s. 2d.) Although the Court had no reason to doubt the accuracy of Mr. Walker's figures, it was considered advisable that they should be confirmed by an engineer, and Mr. West, who had constructed a similar railway in Labuan, was engaged. His instructions were that, provided he found Mr. Walker's figures to be approximately correct, he should at once commence operations, and in order that there might be no delay in doing so he took with him eight miles of rails and considerable amount of rolling-stock.

A telegraphic summary of Mr. West's estimate has recently been received and it practically confirms Mr. Walker's figures; his detailed report is expected shortly.

The Court of Directors have recently had submitted to them proposals from capitalists for the construction of the railway, but so far, not such as they could accept; they are still, however, prepared to give full consideration to any scheme placed before them for taking over the work now in progress, as they would prefer to husband the unutilized capital of the Company for other important undertakings.

From the foregoing it will be seen that the period under review has been a busy one, in which a considerable amount of useful work has been accomplished, and solid progress made by the Colony. Most of the projects outlined in the programme of the Court, handed to Governor Beaufort on his departure for Borneo, are being energetically pushed forward, and already they have had a most beneficial effect on the revenues of the country. This is evidenced by the fact that in 1895 there was a deficit of £10,918, but in 1896 there is a small surplus of £1,012 or, in other words, a net improvement in two years of £11,930.

TOBACCO. The Directors are pleased to be able to report a very marked improvement under this head. It will, no doubt, have been noticed by several shareholders that at the last two Sumatra and North Borneo tobacco sales in Amsterdam, tobacco grown in the Company's territory realized the highest prices of the day. Indeed, there can be no longer any doubt that North Borneo tobacco has an established reputation, and possesses qualities in which Sumatra is deficient.

At the last sale on the 12th ult., the New Darvel Bay (Borneo) Tobacco Plantations took the lead with 184 guilders cents for 400 bales, as against 160, the highest obtained for Sumatra leaf.

COFFEE. The crop from the Taratapan Estate (Marudu Bay) for the year ending March, 1896, was 220 piculs of cherry, of which 60 piculs were picked from 23 acres planted in July, 1895, and the balance of the crop was collected from fields now coming into bearing. The crop on this estate for 1896 will be larger than last year, and it is expected, whatever the weather, that it will be larger than last year. The following is the monthly crop of coffee in picul since June last from the Bole Estate, which is estimated to be about 200 acres, and the average crop about 2 years to months in July to 3 years 3 months in December:

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CAMBUR. This cultivation is extending steadily at Meinhoo; the holding houses are at work and two more will be erected by June to meet the requirements of the young plants now in the ground. When the clearing is completed the monthly output will then be 180 piculs. The gambler produced is of the best quality and finds a ready local sale at full prices. Felling for fresh gardens is in progress.

COCOA-NUTS. This cultivation has only been seriously commenced by Europeans during the last four years, but at a great many different places round the coast cocoanut plantations have been started, and fresh ones on an increasing scale are contemplated. As yet but very few of the trees are in bearing, but when they once commence the culture of nuts will be continuous and will increase until it becomes of large consequence to the country. Every month, at a rough estimate, something like a thousand fresh trees are planted at one place or another. The dwarf nuts that bear in three years are watched with interest.

SUGAR CANE. Sugar cane has been experimented with in one or two places with satisfactory results, so, as proving that, under the conditions which obtain in the colony, the cane can be produced and its high quality and sugar-yielding capabilities, but up to the present the crushed cane used have been on altogether too small a scale; one is now at work on the Sun Lumba. It is urged that where the raw material is cheapest that is the place to erect factories for whatever the product may be, and nowhere is cane cheaper, if so cheap, as in North Borneo; and at the end of the year we hear that negotiations will be in progress for the erection of a crusher on a larger scale.

COTTON. Cotton is on trial in one or two places and promises well. Some of the earlier planted patches were in rather lonely districts and were almost entirely eaten up by deer and wild cattle, which seem to have a great fondness for it. The later plantings are in places where these animals will not come. The Park Reserve trees are in good bearing.

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TIMBER. The timber trade during the past year has pursued a steady course, and though there has been no rapid expansion there has been what is better still—a growing feeling that the industry is now becoming settled and likely to grow into the most important in the territory. The China market, however, has not been favourable to producers, except for small bills, which have remained untouched by exporters, owing to difficulties regarding freight, but on completion of the first section of the railway this will be overcome, as the difference in rate from Brunel Bay as compared with Sandakan is 30 per cent. in favour of the former, where excellent timber is abundant. This difference alone will constitute an important factor in furthering the development of trade.

The *Crislar* carried record cargoes of timber from Sandakan to Hongkong during her last two trips, the measurements being 40,000 and 42,000 cubic feet respectively.

The Sandakan saw mills have been full employed during the year mostly on timber required for local use. This in itself is significant.

COASTAL COMMUNICATION. The Court recognising the importance of regular steam communication in developing the trade of the country, instructed Governor Beaufort to arrange for a service of steamers round the coast. A commencement was made on the 1st January, and now two steamers are continuously employed in the work; the principal ports are thus brought into rapid and constant communication with one another.

Trade is thereby already greatly stimulated, and it is confidently anticipated that more steamers will be required, cargo on several occasions having been refused for want of space.

REVENUE FOR 1896. The revenue for the current year is estimated to exceed that of 1895 by about 45,000 dollars.

MANNING THE NAVY. BY ADMIRAL P. H. COLOMB.

Manning of course includes offering and if the two be taken together they form a subject which I am bound to say has not, for certainly twenty years, presented any great difficulties to my mind. The problem only requires to be looked in the face and treated from a common sense point of view, to arrive at a satisfactory solution of it. We stand with a material fleet in three stages of progress:—(1) in commission; (2) complete in reserve; and (3) preparing for service. Whatever the stage it is in, it is expected, whatever the weather, that it will be larger than last year. The following is the monthly crop of coffee in picul since June last from the Bole Estate, which is estimated to be about 200 acres, and the average crop about 2 years to months in July to 3 years 3 months in December:

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COAL. The output of the Labuan coal mines is reckoned now at 6,000 tons per month. This improvement is due to the able and energetic management of Mr. J. E. Robertson, the local manager.

Too much importance cannot be attached to the coal resources of Labuan and Brunel Bay. These places being on the highway of vessels trading between Europe and China would, fortified and protected, prove an invaluable base of operations in time of war. There is no reason why, in course of time, Brunel Bay should not become an important coaling station both for the navy and mercantile marine.

TIMBER. The timber trade during the past year has pursued a steady course, and though there has been no rapid expansion there has been what is better still—a growing feeling that the industry is now becoming settled and likely to grow into the most important in the territory. The China market, however, has not been favourable to producers, except for small bills, which have remained untouched by exporters, owing to difficulties regarding freight, but on completion of the first section of the railway this will be overcome, as the difference in rate from Brunel Bay as compared with Sandakan is 30 per cent. in favour of the former, where excellent timber is abundant. This difference alone will constitute an important factor in furthering the development of trade.

The *Crislar* carried record cargoes of timber from Sandakan to Hongkong during her last two trips, the measurements being 40,000 and 42,000 cubic feet respectively.

The Sandakan saw mills have been full employed during the year mostly on timber required for local use. This in itself is significant.

COASTAL COMMUNICATION. The Court recognising the importance of regular steam communication in developing the trade of the country, instructed Governor Beaufort to arrange for a service of steamers round the coast. A commencement was made on the 1st January, and now two steamers are continuously employed in the work; the principal ports are thus brought into rapid and constant communication with one another.

Trade is thereby already greatly stimulated, and it is confidently anticipated that more steamers will be required, cargo on several occasions having been refused for want of space.

REVENUE FOR 1896. The revenue for the current year is estimated to exceed that of 1895 by about 45,000 dollars.

MANNING THE NAVY. BY ADMIRAL P. H. COLOMB.

Manning of course includes offering and if the two be taken together they form a subject which I am bound to say has not, for certainly twenty years, presented any great difficulties to my mind. The problem only requires to be looked in the face and treated from a common sense point of view, to arrive at a satisfactory solution of it. We stand with a material fleet in three stages of progress:—(1) in commission; (2) complete in reserve; and (3) preparing for service. Whatever the stage it is in, it is expected, whatever the weather, that it will be larger than last year. The following is the monthly crop of coffee in picul since June last from the Bole Estate, which is estimated to be about 200 acres, and the average crop about 2 years to months in July to 3 years 3 months in December:

July piculs 23.58 October piculs 65.02
August 33.66 November 34.22
September 44.73 December 170.00

The end of the year's crop coffee coming in from Bole, Kudat, Long Pison, Seveland, Western Jali, Sabah, Taratapan and Kudat; the price in Singapore is \$45.50 per picul—higher than it has ever been before; and at the Bole, Taratapan, Klabatagan, Bulano and other places further fresh clearings are in progress for immediate planting.

CAMBUR. This cultivation is extending steadily at Meinhoo; the holding houses are at work and two more will be erected by June to meet the requirements of the young plants now in the ground. When the clearing is completed the monthly output will then be 180 piculs. The gambler produced is of the best quality and finds a ready local sale at full prices. Felling for fresh gardens is in progress.

COCOA-NUTS. This cultivation has only been seriously commenced by Europeans during the last four years, but at a great many different places round the coast cocoanut plantations have been started, and fresh ones on an increasing scale are contemplated. As yet but very few of the trees are in bearing, but when they once commence the culture of nuts will be continuous and will increase until it becomes of large consequence to the country. Every month, at a rough estimate, something like a thousand fresh trees are planted at one place or another. The dwarf nuts that bear in three years are watched with interest.

SUGAR CANE. Sugar cane has been experimented with in one or two places with satisfactory results, so, as proving that, under the conditions which obtain in the colony, the cane can be produced and its high quality and sugar-yielding capabilities, but

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 30th July, 1896.

[52]

EASTERN MICA WORKS.

AHEAD ALL THE TIME!

60 BOILERS AND 2 MILES OF STEAM PIPE COVERED IN 12 MONTHS

BY

THE LOCAL INDUSTRY.

HOLDSWORTH'S COMPOSITION

IS THE BEST AND CHEAPEST IN THE MARKET

AND

RESULTS IN A SAVING OF AT LEAST TWENTY PER CENT. OF FUEL IN TIERS READY FOR USE, F.O.B. ONE TON COVERS 200 SQ. YDS. "X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

REFERENCES:—

Hongkong & Whampoa Dock Co.; Blackhead & Co.; Wiler & Co.; Carmichael & Co.; Chee Woo & Co.; I. M. Customs; Douglas Steamship Co. and the C. P. R.

For further Particulars, Prices, or Estimates, apply to

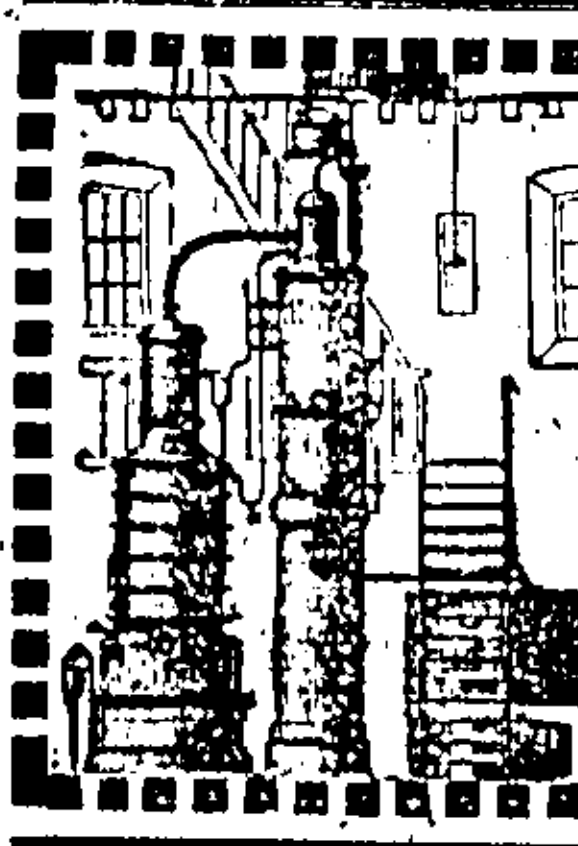
C. HOLDSWORTH,

EASTERN MICA WORKS,

HONGKONG.

[10292]

Hongkong, 10th August, 1896.



SETTING UP OF DISTILLERIES
Rice — Corn — Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories
STEAM KITCHENS
ECROT & CRANCE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in taking healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

CARBOLINEUM-AVENARIUS
Used for 20 Years.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, SINGAPORE, HONGKONG, and all Ports in JAPAN.

Hongkong, 15th May, 1896.

[821]

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—TOKYO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWSPWANG and all Ports in JAPAN.

Agents:—

Mitsui Coal Mines,

Onoda Coal Mines,

Tokyo Marine Insurance Co., Limited,

Meiji Fire Insurance Co., Limited,

Waterbury Watch Co., Limited,

Imperial Government Paper Mills, Japan,

Onoda Cement Company, Japan,

Kureguchi Cotton Spinning Mill, Japan,

Tokyo Cotton Spinning Mill, Japan,

Hanyu Clock Factory,

Hongkong, 6th July, 1896.

[144]

LAND AND SEA MAY LIE

BETWEEN YOU AND

CHICAGO,

U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Books on every subject.

To introduce to you our immense facilities, we will send you of charge to you or any other foreign resident our "BUSINESS GUIDE," a 24 pound book, 700 pages, 12,000 illustrations, 40,000 descriptions—invaluable in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we'll do the rest.

MONTGOMERY WARD & Co.,

111 to 113 Michigan Ave. Chicago, U.S.A.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF THE HOUSE, IN

111-113, Queen's Road,

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1896.

[145]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL.

THE Company's Steamship

"HAILOONG,"

Captain Davis, will be despatched for the above Ports TO-MORROW, the 20th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAUREN & Co., General Managers.

Hongkong, 19th August, 1896.

[1300]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"RIJUN MARU"

will be despatched for the above Ports on or about the 20th instant.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 13th August, 1896.

[1276]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"KWONGSANG,"

Captain Stalker, will be despatched as above on SATURDAY, the 22nd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th August, 1896.

[1290]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRMIDON,"

Captain Gardner, will be despatched as above on MONDAY, the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1896.

[1288]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. O'Brien, will be despatched for the above Ports on TUESDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 18th August, 1896.

[1302]

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Chartered Steamship

"KNIGHT OF ST. JOHN,"

Captain A. H. Bisset, will be despatched for the above Ports on FRIDAY, the 28th instant, at Daylight.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1896.

[1277]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Clegg, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 17th August, 1896.

[1275]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

THE Company's Steamship

"ELLEN RICKMERS,"

Captain Strunk, will be despatched as above on MONDAY, the 25th instant.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 12th August, 1896.

[1276]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. L. American Ship

"CHARLES E. MOODY,"

Captain Leonard, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 5th August, 1896.

[1036]

FOR BALTIMORE.

THE 3/3 L. I. L. American Ship

"ISAAC REED,"

Captain F. D. Waldo, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 5th August, 1896.

[1035]

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA,"

Robt. Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 21st May, 1896.

[1891]

FOR NEW YORK.

THE 100 A. I. American Ship

"PAUL REVERE,"

Mallin Master, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

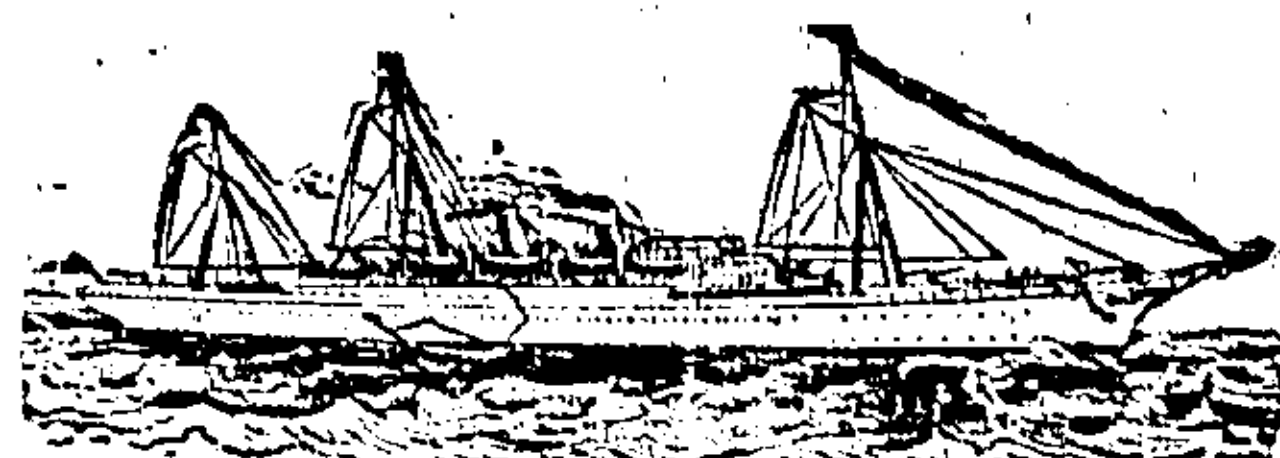
Hongkong, 14th July, 1896.

[1174]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 30th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line runs.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 12th August, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 25th August, at Noon.

Bligh (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Sept., at Noon.

Copitt (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 30th Sept., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th August, 1896.

[12]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM AND P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

[49]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar 1301 Tuesday ... 1st Aug. 25.

Tacoma 1449 Thursday ... 1st Sept. 3.

Victoria 1367 Monday ... 1st Sept. 21.

Olympa 1368 Friday 1st Oct. 9.

Braemar 1301 Tuesday ... 1st Oct. 27.

THE Steamship

"BRAEMAR,"

Captain E. Porter, will sail at Noon, on TUESDAY, the 25th August, will proceed to VICTORIA, B.C. and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canada and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL CARLILL & Co., General Agents.

Hongkong, 1st August, 1896.

[4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"RAVENNA,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 27th August, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Peninsular, leaving that Port on the 29th Sept. for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 13th August, 1896.